

MAHAN DRIVE CORRIDOR STUDY  
SUMMARY OF COMMENTS  
OCTOBER 2, 2003  
Public Meeting

*Note: Italicized public comments were received after the October 2, 2003 meeting.*

**DEMPSEY ROAD AREA**

- Have the most concentrated commercial development at the intersection of Dempsey Mayo and the proposed Welaunee Way, not Edenfield and 90 as proposed.
- Change the zoning at Dempsey Mayo and Hwy 90 to RC-C since the majority of the property borders the two main arteries.
- Please consider an additional buffer between High Colony subdivision and the proposed neighborhood center. Duplexes and town homes would need to be located w/attention to the adjoining neighborhood.
- Frontage roads are not needed between Dempsey Mayo and I-10.

**HIGHLAND AND EDENFIELD ROAD AREA**

- If Highland and Edenfield roads are aligned, please consider sidewalks for Highland to aid pedestrians/bikers in dealing w/the increased traffic.
- The NC-C or NC area is not needed. This really is just sprawl. No need to turn the area into a major congested area with or without access roads. There will be plenty of that type at the Falls Chase, Publix, old Winn Dixie areas.
- NO commercial at Highland/Edenfield, we live out EAST to avoid what's happened in the NE!
- We do not want apartment/student living developments
- Any widening of Edenfield should take place on the East side, giving a more pleasing alignment.
- The property frontage road from Edenfield along Mahan as proposed would have to go thru an existing cemetery off Edenfield.
- "What can I do to stop this horrible turn of events?" The southwest corner of Highland and Mahan is a single family home currently assigned the residential preservation land use, yet it has been designated for commercial use. Highland is a canopied road.
- Keep the NC areas of Highland Drive NC. Keep some flexibility in land use since the parcels in the area are large.
- *No commercial or higher density residential, I am concerned developers are behind pushing for commercialization. Also, concerned that our property is being affected by the proposed alignment of Edenfield and Highland.*

- *From an environmental perspective I would suggest that you consider the negative impacts to old growth trees, i.e. live oaks that will be brought about by changing to high density housing. These trees have been treasured by this community for decades. They support much of the wildlife in the area. They should not be sacrificed in order to fill the coffers of developers, their consultants and their attorneys. First, if you intend to redirect Edenfield through our property it will only occur if you take our property by eminent domain. Second, the plan as now drafted violates the existing comprehensive plan, as well as the current, existing zoning for this area. Thus, I would respectfully suggest that the road upon which you are embarking amounts to a de facto zoning once approved. Neither the Federal nor the State Constitutions allow for the taking of private property in order to line the pockets of developers and private commercial interests. Thus, this plan quite likely violates the constitutional rights of the residents of this area.*

## **THORNTON ROAD AREA**

- The residential corridor off of Thornton Road needs to be reduced by 50%, move the northern boundary farther south – or eliminate it. This is a very bad idea (as proposed). The residential corridor should only be single family residences and not multi-family.
- Too much density increases traffic.
- The neighbors fought to retain the residential buffer on the east side of Thornton Road on Devoe Moore's Interchange Commercial Property. You have ignored this buffer. Please retain this buffer.
- Eliminate (or relocate) the residential core cluster at Hwy 90. If relocated move it east to allow access to more intensive development.
- Do not allow any commercial access at intersection of Hwy 90.
- Retain the current zoning as RC-C at Hwy 90 or further commercialize the zoning of the parcel at the northwest corner at this intersection.
- Access needed for RV Park by 1) allowing RV Park to expand to Thornton Road or 2) make a large enough cut on Mahan to allow 60 to 75 ft. RVs to cross the roadway into park.
- Present zoning around Thornton Road needs to be respected.
- *Changing the existing zoning along the west side of Thornton Road (from Mahan to almost Miccosukee Road) from residential (with a minimum of 1-acre per residence) to that which will allow apartments, duplexes, offices, and other commercial development will not "preserve" the existing Thornton Road neighborhood, but will commercialize and cheapen the area and generate traffic on a road that is not designed to handle the potential capacity. I suggest that the only zoning changes be made to the property on Thornton Road, immediately adjacent to Mahan Drive. This will still allow for economic development while "preserving" the existing Thornton Road neighborhood.*

- *The Mahan Drive Corridor Study includes an I-10 Business Employment District. Access to/from this Business District should be made from Mahan only. If traffic from this Business District were allowed access to Thornton Road, I am almost certain it would exceed the available capacity on Thornton Road. Not to mention the adverse effect it would have on the safety of pedestrians like school children who walk to and from bus stops along Thornton Road. It would also cause increased congestion at the Thornton Road/Mahan Drive intersection. During peak hours, it is already difficult to turn left off of Thornton Road onto Mahan Drive. I predict that the combination of multi-laning Mahan Drive, increasing the traffic on Thornton Road, and not providing a light at the Thornton Road/Mahan Drive intersection at the top of the list of the City's most dangerous intersections.*
- *It appears that the proposed zoning changes along Thornton Road are only advantageous to the owner/developer of the property designated as the I-10 Business Employment District. I hope that the City, County, State, and their consultants will listen to the majority of the property owners and not just one.*

### ***Arendell Way Area***

- *It is my understanding that traffic from Arendell Way will only be able to enter and exit via the westbound lane of Mahan Drive. This will push traffic onto Miccosukee Road (which is a canopy road) and inevitably to Thornton Road again. A median break/turn lane should be designed to allow traffic on Arendell Way to enter and exit via the east bound and west bound lanes of Mahan Drive.*

### **VINELAND ROAD AREA**

- The area south of the canal on Vineland Dr. owned by Devoe Moore should be zoned residential/single family in keeping w/adjoining uses not commercial as is the case now.
- Find a safe solution to exiting Vineyard way westbound.

### **WALDEN ROAD/I-10 AREA**

- Devoe Moore appears to be clearing land on the north side of the intersection, currently difficult to access Mahan Dr., add eastbound turn lane if a roadway or driveway is added.
- Is the I-10 Business Employment District intended primarily for hotel/motel, restaurant, etc.?
- What is the proposed use for the area across from Summit East?

### **GENERAL COMMENTS/CONCERNS**

- County should "bite the bullet" and fund the four lane project east of Dempsey Mayo without worrying about repayment by FDOT.
- Build a North/South road between Capital Circle and Appalachian Parkway.
- Widen Hwy 90 to Chaires Crossroads.
- We are "for the commercialization of Mahan Corridor."
- Don't add the RC-C at Buck Lake Road.

- Work to extend public transit (Route 12) across Capital Circle to the Publix shopping center. Then extend service in phases to points east.
- Develop a stand alone circulator along Mahan between Capital Circle NW and Summit East.
- The current plan appears to be a complete sell out of the "Residential Preservation" land use designation. All of the area in pink designated RC should be kept at 6 units per acre. This plan puts the high density and commercial land uses we have tried to escape in our laps.
- Is the FDOT coordinating with the county on this effort? There are concerns they will not maintain the beautiful right of way we now enjoy as a beautiful entrance into our city.
- Put a ball field on the EAST side of Mahan near Edenfield where the current NC/NC-C areas are.
- Allow limited commercial development along the corridor similar to the Publix developments.
- By inserting commercial land use, are we making it easier for no development in core urban areas (Frenchtown and Highway 20 areas)?
- Don't trade large commercial for smaller commercial as there is no outcry for it.
- This area does not need additional commercial or high density residential. We have not asked for it do not force it on us.
- Consideration should be given to property owners who would like to see some form of development along Hwy 90.
- *If vehicular traffic were really the problem that you suggest, the simpler solution would be to widen Mahan Drive into 6-lanes, not 4, thus achieving the benefit of traffic management without the need to uproot and destroy an existing neighborhood.*

Respectfully submitted,

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